



# City of Seattle

Mike McGinn, Mayor

## *Seattle Freight Advisory Board*

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Terry Finn

Anne Goodchild

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## **Seattle Freight Advisory Board Meeting Minutes**

**Date/Time:** June 19, 2012 / 9:30 a.m.

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Bari Bookout, Anne Goodchild

**Guests Present:** Jeanne Acutanza (CH2M Hill), Neal Komedal (Bicycle Advisory Board), Jodie Vice (Cleanscapes), Don Sandahl (Fehr & Peers), Sam Yaghmaie (CDM Smith), Christine Wolf (Port of Seattle), Eugene Wasserman (NSIA)

**City Staff Present:** Mary Rutherford, Cristina VanValkenburgh, Tony Mazzella, Ron Scharf, Kristen Simpson, Ruth Harper (all SDOT), Kristian Kofoed (DPD), Tracy Morgenstern (Office of Sustainability and Environment)

### **1. Welcome and Introductions**

Warren Aakervik called the meeting to order. Board members, city staff, and other attendees introduced themselves.

### **2. Public Comment**

There was no public comment.

### **3. Approval of minutes**

Because there were only three members present, the May minutes were not approved. They will be approved either by e-mail or at the next meeting.

### **4. Chair's Report and Announcements**

Warren Aakervik brought up the topic of the Board's summer calendar and meeting schedule. This led to a discussion of the general attendance and participation of FAB members. Anne Goodchild wondered how to encourage better participation? The consensus is that the Board members need to know they are making a difference. Also, would other meeting schedules work better—different time? different format? meet only once every other month? Warren is going to e-mail the Board and see if they would prefer meeting in either July or August (but not both), to see which month would result in better attendance.

Warren also stated that the Major Truck Street definition section in the Right of Way Improvements Manual should include WB-67s and that future freight planning documents should:

- Address access between the manufacturing and industrial centers and SR 99 and I-5.
- Include a hierarchy of truck streets
- Consider adding new Major Truck Streets (West Mercer Place for example); major truck streets should be replaced, not eliminated.

Bari Bookout announced that the City of Seattle, together with the Port of Seattle, has been recommended by PSRC to receive a federal grant for an industrial lands freight access study, which will also help inform a future Freight Master Plan. The grant is for \$250K and the City will provide a \$30K match, for a total of \$280K. The funds will be available in 2013. The Port and City will work closely together on this study.

### **5. Freight Board Annual Report Update and SFAB Work Plan**

Anne Goodchild has distributed the Annual Report to members through e-mail. Once finalized, SFAB will send it to both the Mayor's Office and the City Council.

Bari Bookout re-circulated the SFAB Work Plan from 2011 and suggested that it be updated by the Board, with a focus on topics that will engage and energize the members. Anne Goodchild suggested using a future summer meeting as a working session for members. Warren will suggest this to members in an e-mail.

### **6. Climate Action Plan-Discuss draft recommendations related to transportation and freight**

Tracy Morgenstern from the Office of Sustainability and Environment presented the Seattle Climate Action Plan, through which the City hopes to be carbon neutral by 2050.

Currently, the Technical Advisory Group (TAG) and a Green Ribbon Commission (GRC) are coming up with various recommendations about how to meet the goal. Generally, the idea is to get single occupancy vehicle (SOV) passenger cars off the road, and increase the use of other modes of transportation. The TAG has recommended the development of a Freight Master Plan.

Warren suggested that freight could use bus lanes; these are places where freight could be made more efficient. Eugene Wasserman commented that he was disappointed that there was no one from the freight community on the TAG.

Anne Goodchild questioned some of the specific data in the presentation, that if it is based upon PSRC employment data, it is likely not accurate. She stated that it is hard to achieve these target goals without adversely affecting freight companies. Warren pointed out that as gridlock increases greenhouse gases, increases in low speeds should also be a priority.

Tracy asked the FAB how they want to be a part of this effort—do they want to write a letter to the GRC? Tracy is also happy to come back to freight board meetings. The presentation can be found at: <http://seattle.gov/SFAB/documents.htm>.

## **7. Northgate/105<sup>th</sup> CIP Project**

Ron Scharf of SDOT introduced this major maintenance project, which will reconstruct the curb side lanes of the street and mill and overlay the center lanes of the street and provide new sidewalks. Lane widths will stay the same and there are no plans to add bike lanes. In addition, CCTVs and controller cabinets will be installed along some segments of this east-west thoroughfare. The project will improve turning radius for freight at the intersection of 105<sup>th</sup> and SR 99, both of which are Major Truck Streets. The project is projected to take place starting the 2<sup>nd</sup> quarter of 2013 through the 1<sup>st</sup> quarter of 2014.

During construction, it will not be possible to maintain traffic in both directions. SDOT is working with the fire department to finalize the detour route.

Warren Aakervik mentioned that improvements should be made for the right turn at Corliss. Ron will follow up with Warren on this issue.

## **8. Value Pricing Grant**

Mary Catherine Snyder of SDOT described this pricing grant which SDOT has received from the Federal Highways Administration (FHWA). SDOT will use these funds to conduct a Commercial Delivery Parking Pricing Project. The project will focus mostly on loading and delivery practices in the Commercial Core. This will be a two-year project (starting in fall 2012) that uses technology and variable pricing strategies to streamline loading and delivery practices. For example, devices can be placed in the pavement to tell when a space is empty and also the duration that a vehicle is parked.

Board members expressed concern that this will lead to more expensive commercial vehicle loading zones (CVLZs) in the downtown area. It is also important to consider the size of vehicles in loading zones. The emphasis should be on moving goods and less on pricing. Higher pricing could also impact businesses.

Cristina VanValkenburgh of SDOT asked Board members to let SDOT know what elements they would like to see in the scope of work, and how FAB members would like to be involved in this project.

## **9. Adjournment**

The meeting adjourned at 11:15 am.